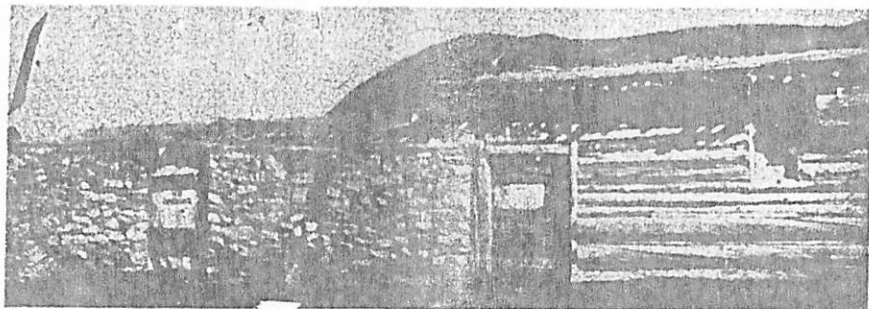


The Salt Lake House, stopping place for big names, also covered wagon travelers.

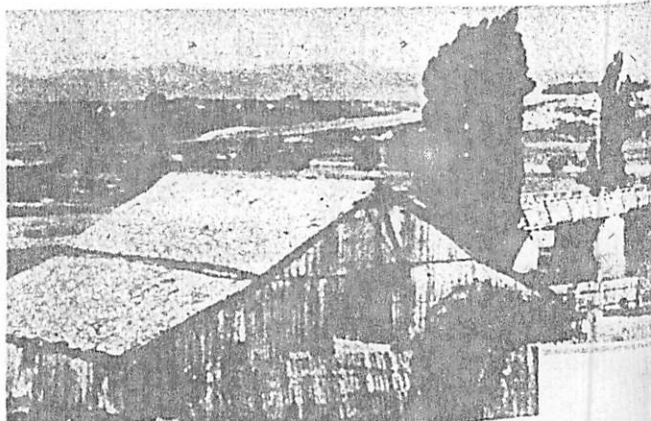


The log cabin that spaced the roadway for travelers to "put up".



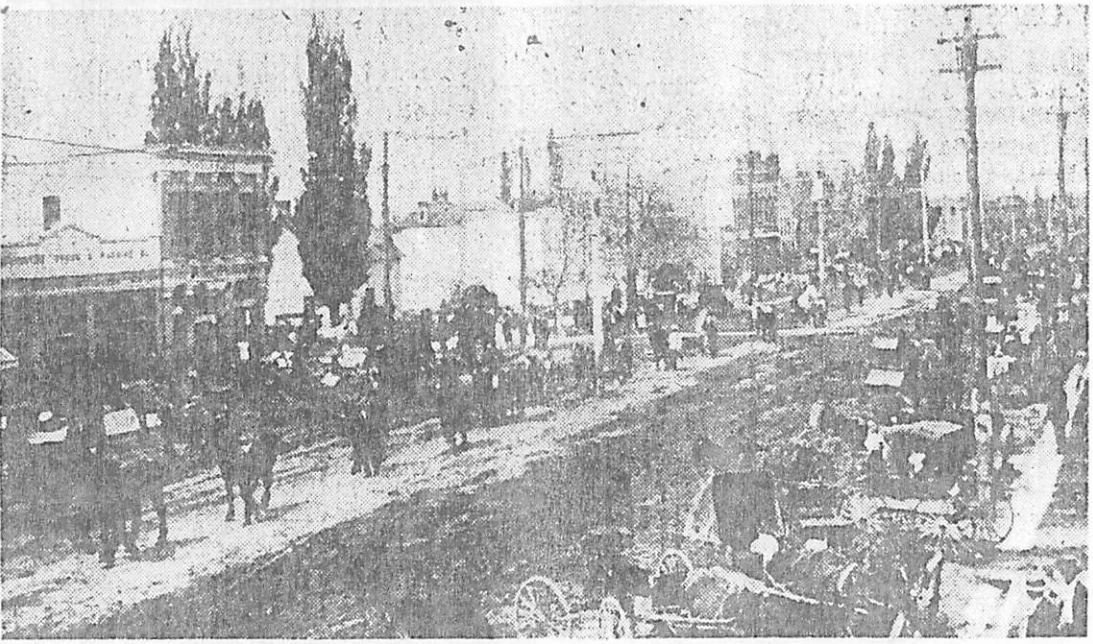
Mule-drawn Bus

Finally, when shelter and security came, the dirt streets accomodated the mule-drawn street cars, and "my lady" in her long swishing skirts could go up town for a bit of shopping at the Lace House or to hear the concert by Held's Band from the balcony of the old Kenyon Hotel. The car bears the designation Utah Central Depot. The railroad was from Ogden to Salt Lake City.



The livery barn housing the horses, that with men glorified the exploits which made the land of the West a haven of victory for the trapper, gold hunter, and settler.

"Others," A.E. Christensen



Horse and Buggy of 1900's.

The Henry Ford collection of old automobiles at Greenfield Village, Dearborn, Mich., claims such wonders as the De Dion-Bouton, luxury cars from France, and the dignified Lazier. This can be said: The early automobile was a noisy, crude-looking, dirty machine. It ran on hard rubber spoke wheels and was slow by modern standards. One of the earliest was built by Cugnot, a Frenchman. It ran at a top speed of three miles per hour under steam power between refueling stops.

Richard Trevithick made one capable of 10 miles per hour, which could haul 14 passengers up hills in 1801.

While steam engine perfection went on, the internal combustion (gas powered) engine was

invented. It was too bulky and heavy for the light carriages.

However, in 1862 the four-cycle engine was planned. A short while later Gottlieb Daimler constructed a working model and improved the design and lightened it. In 1885 Daimler tested and patented the gas-propelled buggy. In 1889 he began production of the car. An associate, Maybach, further improved the Daimler auto by inventing the carburetor for its engine.

Emile Levassor, using a Daimler engine, made a car with a front-mounted engine, clutch, sliding gear transmission, and foot-mounted accelerator.

Europe was definitely the pioneer in automotive research. In 1888 there were European cars capable of 25 miles per hour.



Livery Stable

LIVERY STABLES

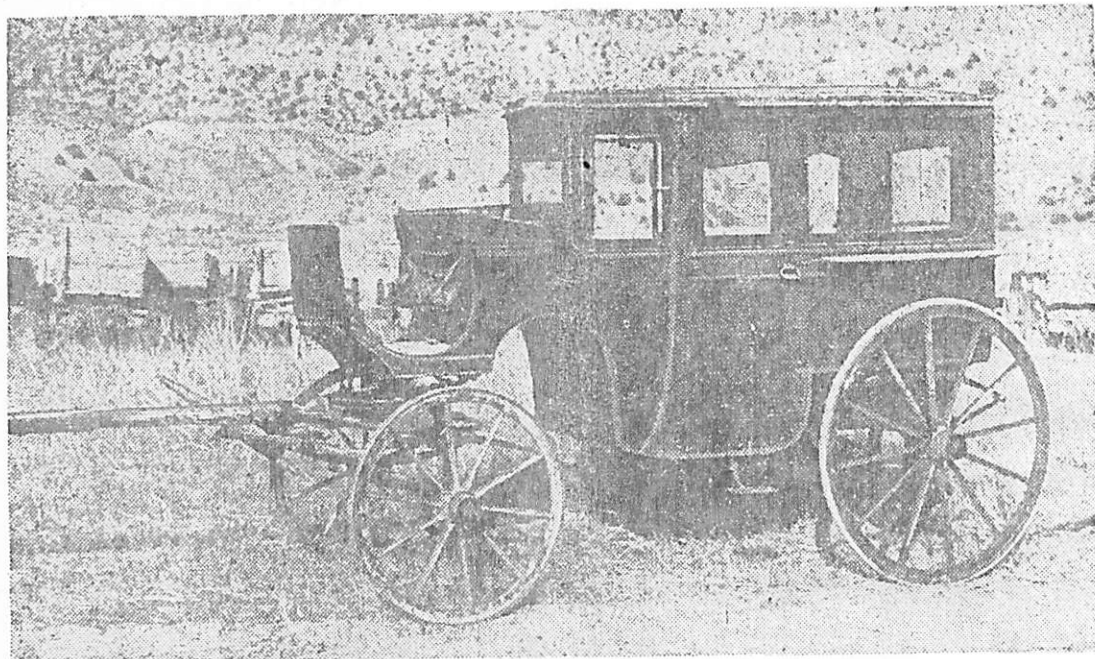
In 1880 the livery stable was an important component of any community transportation system. Dad for many years, up to the passing of the drummer, or traveling salesman, owned

and operated a large livery stable in connection with his second built hotel in Sanpete County. From this point at Gunnison, Dad sold much of his goods from his general store to the soldiers at Camp Floyd, now Fairfield.

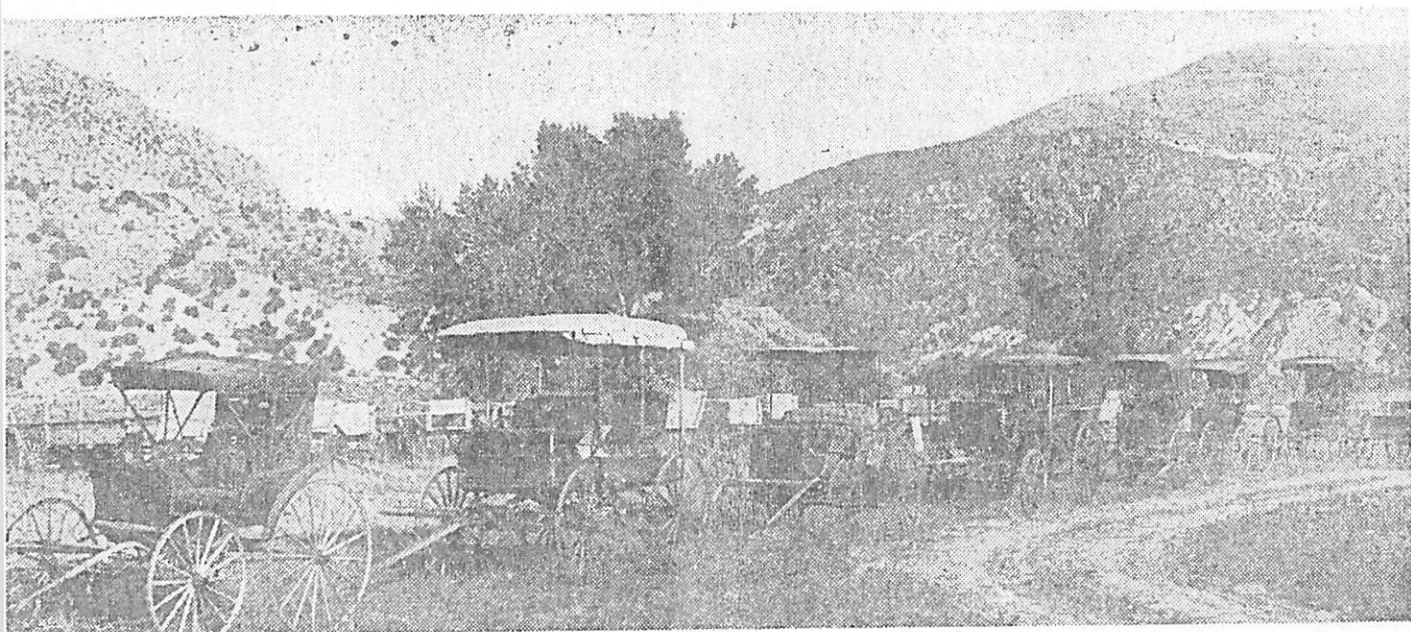
HORSE AND BUGGY DAYS

During 100 years of Utah's past history a pageantry of vehicles could depict the state's de-

velopment from the prairie schooner to now. It is interesting to begin with the old English type coach.



Old English Coach



Other types

Other types of conveyances were: the buck-board; the fringe-topped Surrey; the phaeton; sedan; rig cart; sulky; buggy.